

~~CONFIDENTIAL~~

were shipped to the KDELJ and RUZYNE airfields where they were installed in airframes. Eighteen aircraft were assembled each week. (July 1949).

25X1

25X1 c. [] the repair of Juno-211, Argus-411 and Hirth engines in addition to Soviet engines. Rate of production was given as two or three Juno-211 and As-411 per day. (May 1949). [] that about 40 turbo-jet engines were stored in the plant.

25X1

4. Personnel:

25X1 a. Eng. ZVACEK was named as plant manager in May 1949. [] in July 1949, Eng. ZVACEK, 64 years old, was retired with a pension but his replacement was not known. His deputy was Eng. CIFKA, 35 years old.

25X1

b. Antonin UHLER, 35 years old, was chief of the disassembly department.

In charge of:

Assembly department: FRIEDRICH, 45 years old
Inspection of turbines: Eng. CIFKA
Assembly of turbines: Antonin BERGER, 27 years old

25X1

[] Comment:

a. The aircraft engine repair plant on the eastern edge of PRAGUE was a subsidiary of the CKD Engine Plant during the war. It is now a repair plant that also produces engine spare parts. A work force of about 300 working in one shift as stated in the report is considered correct.

b. Eng. ZVACEK, manager of the plant, as a lieutenant colonel, was previously chief of the engine department of the VTU/II Plant in LETNANY and prior to that director of the state-owned aircraft plant in LETNANY.

25X1

c. [] only repair on German aircraft engines left in the country is done in the plant. Production of special engine types or turbines is not assumed to be carried on there.

25X1

~~CONFIDENTIAL~~